

Unidentified number of men still missing.

Cause of Explosion.

Little or no progress in the work of rescue was made aboard the Bennington to-day. The water here is still higher in the hold and it was impossible to reach the bodies known to be hidden beneath the decks. It is believed at least fifteen bodies will be found in the vessel. A fire tug with a powerful pump will be used to empty the hold of water and give the workers an opportunity to reach the dead.

Commander Young to-day requested Chief of Police Thomas to arrest all members of the Bennington's crew who may be aboard without passes. In this way, Commander Young hopes to arrive at a correct estimate of the missing, as well as to prevent desertions.

Commander Young expressed the opinion that there was a weak spot in one of the boilers, but said there had been no visible defects so far as he knew.

The men who were injured told a different story. They say that it has been the talk of the ship for at least six months that the boilers were defective; many of them had feared for a long time that just such an accident would happen. One of them said that a year ago last February, while the ship was at Magdalena Bay, the engineer of the vessel was sent for to inspect the boilers, and he reported that they were in good condition. While the vessel was in San Francisco last year the talk of defective boilers again arose, but no steps were taken to remedy them.

The upper deck amidship presents a mass of wreckage. The smokestacks have blown out of place, and the superstructure is bent and twisted in all sorts of shapes. The planks on the side are bulging out, and lie in a number of places, and the water is still rising.

John Turpin, a colored man of the crew, who was on board the Maine when she was blown up in Havana, was on board the Bennington, and again escaped injury. He rendered valuable aid in rescuing the dead and wounded.

Thrilling Stories of Heroism.
One of the confusions that followed the disaster and the work of rescue come thrilling stories of heroism and self-sacrifice. The bravery of the crew was commented on by all who had opportunities to witness the scenes. Men who were badly injured and scalded, worked to rescue those who were worse off than themselves, and all the special instances of heroism of the disaster probably will never be fully written. The self-sacrificing efforts on the part of the physicians and scores of nurses were also commented on with praise for all. Every one who could be made useful at the hospitals was put to work, and those who could not were asked to return and relieve those who were accepted.

Fireman E. G. Hopp makes the first statement as to the cause of the accident. He says that shortly before the explosion one of the boilers was found to be leaking badly, and the boilermaker was sent for to repair the damage. Before the latter came the explosion occurred. Hopp says men all about him kindled and he himself was stunned for a moment.

The dead will be given a military burial Sunday afternoon at the military reservation at Point Loma. Services will be held at 2 o'clock on the Point, and launches will convey across the bay the living officers and men able to attend.

Scenes in Hospital.
Scenes at the hospitals to-day were trying to those unused to them. At Agnew Sanitarium thirty-seven men lay swathed in bandages, many of them having their features covered with masks of medicated cotton, with only openings for the mouth and nostrils. Nearly all suffered severely about the hands and neck.

Not more than three men were in any one room, and the arrangements for caring for them were complete in every detail. There were nurses and to spare. Every one of the poor fellows had at his bedside a trained nurse, who anticipated every movement, and did everything to assuage pain.

Many physicians, volunteers from among capable practitioners, were dressing the terrible injuries and in other ways showing their self-sacrificing efforts for the brave boys of the Bennington.

Dr. M. H. Foster, himself almost an invalid, on leave from his post at the marine hospital on Puget Sound, came bravely to the front yesterday and took entire charge of the injured. When seen to-day at Agnew Hospital, he was lying upon a couch and willingly confessed that he was "all in." Although suffering from a long period of nervous prostration, Dr. Foster's services in the terrible ordeal that followed yesterday's disaster have been invaluable.

Conspicuous among those at Agnew's to-day was the venerable Spanish priest, Father Ullrich, of St. Joseph's Parish, who went from cot to cot speaking words of comfort and cheer to the suffering sailors.

Dr. Gochnauer, in charge of Agnew Sanitarium, is one of the heroes of the disaster. He it was who looked after every detail of caring for the injured during the hours immediately following

the explosion. In twenty minutes after the news of the catastrophe reached the hospital, he had arranged for fifty additional beds in the institution, secured quantities of bandages, medicines, etc., and summoned all the nurses to be had. Seventy-three men were taken to Agnew Sanitarium.

Young Makes Statement.
Commander Lucien Young this afternoon made a statement, in which he said:

"There were no high explosives in the part of the ship where the explosion occurred, and I am positive that it will be found that all damage was caused by the boilers."

"As far as I know, the boilers were in first-class condition. They had been recently tested to 25 pounds' pressure. At the time of the explosion we carried only 120 pounds. The boilers were inspected within the last few months."

Ensign Perry's widow arrived this afternoon from San Francisco. Lieutenant Yates met her at the station and informed her for the first time that her husband was dead. She came hoping to find her husband not seriously hurt.

YOUNG'S REPORT.
Commander Gives Revised List of Killed and Injured.

(By Associated Press.)
WASHINGTON, July 22.—The details of the explosion on the United States gunboat Bennington at San Diego, as ascertained by Commander Lucien Young, were received at the Navy Department at 11:15 o'clock to-night in a long telegram from the commander. It appears from the telegram that a small leak had been discovered in boiler "B" and the boilermaker was on his way to repair it, and was passing through the engine room when the explosion occurred. The dispatch follows:

"San Diego, Cal., July 22, 1905.
"Secretary Navy, Washington, D. C.:
"I have employed stowaways and laborers from shore, and am making every effort to stop leaks and to recover dead still under wreckage and boilers. I believe principal leak is at bottom below pipe and leak under rudder head. Many seams shaken loose and leaking."

"Ship at high tide is filled with water two feet above main deck on lower side. Fire engine was employed last night to pump out water, but was unsuccessful. I am now rigging big centrifugal pump. Hope will be able to pump out water."

Cause of Accident.
"I am of the opinion that the cause of the accident as far as I can ascertain was a small leak in boiler 'B'. Boilermaker was on his way to repair it and was passing through engine room when accident occurred. Boiler 'B' was forced to stern

through its bulkhead and came in contact with boiler 'D,' which was also forced through its bulkhead and both boilers exploded with the close explosions."

"There was no noise, only a thick cloud, which filled the ship from stem to stern full of scalding steam, soot and ashes, even so much so that main deck was uninhabitable, and those that were not blown overboard jumped overboard for air, and, in my opinion, many of these were drowned, for I still have seventeen missing that can't be accounted for."

"Men quartered at San Diego barracks, where they are very comfortable, retaining a guard and relief guard on board. The wounded are scattered around in the three hospitals, and those but slightly wounded, in private residences. Dr. Foster, marine hospital service, has charge of a force of efficient doctors who are doing all in their power for the wounded. Dr. Kneeder, army resident physician, has a few at San Diego barracks, and is doing all in his power for them."

"I have made arrangements for burial of dead with military honors in the military cemetery at Fort Rosecrans to-morrow afternoon. Captain Scott and officers of the fort are doing everything possible and he will furnish firing squad to-morrow. I have engaged an Episcopal minister and Catholic priest to read service over dead."

List of Dead.
"Following is, as far as I can ascertain, the total number of deaths up to this morning, with a prospect of more dying in a day or two:
Ensign N. K. PERRY."

OFFICERS OF BENNINGTON WHO ESCAPED WITHOUT INJURY

COMMANDER LUCIEN YOUNG. LIEUTENANT VICTOR BLUE.

These two officers of the Bennington both escaped injury by being ashore at the time of the explosion.

W. A. HOLLY, shipwright.
J. NEWCOMBE, boatswain's mate, second class.
D. A. HUGHES, ordinary seaman.
A. BENDEL, coal passer.
A. KAMBERER, fireman, second class.
W. W. WRIGHT, coal passer.
C. HAGGLOOM, coal passer.
E. DRESCH, ordinary seaman.
N. G. QUINN, officer.
J. L. BURNS, seaman.
W. CHERRY, coal passer.
C. J. KUNTZ, coal passer.
B. B. CARR, apprentice seaman.
A. H. SCHROEGGE, seaman.
J. HILSCHER, fireman, first class.
L. B. ARCHER, ordinary seaman.
J. C. BARCROFT, ordinary seaman.
F. W. BROWN, machinist's mate.
F. W. BROWN, machinist's mate.
C. E. RUSHING, coal passer, first class.
M. CARPENTER, ordinary seaman.
G. H. CHAMBERS, seaman.
J. A. EZZELL, ship's cook; fourth class.
B. FERGUSON, chief machinist's mate.
W. M. PICKWEILER, seaman.
G. W. GRANT, coal passer.
JOHN GOIKA, apprentice seaman.
L. G. GAUTHIER, chief boatswain's mate.
W. M. TAYLOR, seaman.
J. C. HOFFMAN, blacksmith.
H. F. SMITH, ordinary seaman.
J. McKONE, fireman, first class.
C. F. NELSON, coal passer.
W. C. WILSON, apprentice seaman.
E. B. ROBINSON, ordinary seaman.
D. C. ARCHER, apprentice seaman.
C. McKEON, machinist's mate; second class.
J. L. BRUNSON, seaman.
A. F. SAUNDERS, apprentice seaman.
R. A. HOUSE, apprentice seaman.
R. L. SAVAGE, ordinary seaman.
And in fire-room, under wreckage, there is believed to be:
C. S. CARPENTER, coal passer.
M. McEWAY, fireman; second class.
D. DECOURTANI, oiler.

W. Farrell, fireman, second class.
E. Starkweather, coxswain.
F. H. Taylor, fireman, first class.
C. H. Welburn, coal passer.
R. C. Shepperd, yeoman, second class.
And the following wounded are in Agnew Sanitarium:
R. Eckert, ordinary seaman.
K. S. Takata, wardroom cook.
T. Burke, machinist's mate, first class.
W. L. Hawley, apprentice seaman.
L. A. Cries, apprentice seaman.
Alex. Wilson, apprentice seaman.
W. Hoffener, apprentice seaman.
P. Nelman, chief carpenter's mate.
T. C. Shively, fireman, first class.
G. H. Hallett, apprentice seaman.
D. R. McCLINTOCK, plumber and fitter.
W. F. Weller, coal passer.
D. Sullivan, oiler.
J. Hunt, oiler.
J. McNally, fireman, first class.
A. G. Worthum, coal passer.
W. V. Kennedy, apprentice seaman.
G. A. Tolley, chief gunner's mate.
C. Schultz, coal passer.
G. T. Clark, chief machinist's mate.
U. A. Husnell, apprentice seaman.
A. Ingersoll, apprentice seaman.
H. C. Dean, electrician, second class.
W. J. Martin, master at arms, first class.
D. K. Seavey, machinist's mate, second class.
W. F. Straub, fireman, second class (D).
A. Burg, coal passer.
O. R. Dietrich, seaman.
F. J. Muller, sail maker's mate.
E. Boers, seaman.
And in San Diego barracks:
C. H. Miller, chief master-at-arms.
W. F. Pfleger, chief electrician.
W. Elser, bugler.
L. K. Stropel, boatswain's mate, second class.
J. O'Hanlon, water tender.
F. R. Connelley, coxswain.
Knoblock, apprentice seaman.
W. Cronan, boatswain's mate, second class.
And there are seventeen missing.

FREE WATCHES.
MASTER W. W. REDD,
Studley, Va.,
MASTER BERNARD PIZZINI,
913 Park Avenue,
were each awarded a Berry Handless High-Grade Watch, from our boy customers of last week.
Two watches given away each week in our Boys' Department.

CONDITION OF BOILERS
Rumored That Leak Was Discovered Before Ship Left Honolulu.
(By Associated Press.)
HONOLULU, July 22.—Repairs on the Bennington, occupying three weeks time were made in Honolulu by the Calloway Company, but no work was done on the boilers. The main shaft of the port engine was lifted out and the thrust collars were reattached. The piston rod of the port engine, which was bent half an inch on the way here, was straightened and a crew under Chief Machinist Bert Wheeler repaired the steam piping.
There is a rumor that the Bennington's boilers were leaking before she left Honolulu. The machinists employed on the vessel say they did not hear of any trouble with the boilers.
On her recent departure from this port, the Bennington was delayed two hours because one of her boilers was rendered useless by a leaking plug. One boiler was said to be leaking when the vessel went to sea. An hour later, a report was made to the captain that the boiler was working all right.

BOILERS DEFECTIVE.
Marine on Gunboat Wrote Long Ago About Them.
(Special to The Times-Dispatch.)
INDIANAPOLIS, IND., July 22.—Ralph Crippen, son of Charles W. Crippen, of this city, was a marine on the gunboat Bennington. Mr. Crippen has received no word from San Diego and does not know whether his son is among the injured, but he is not surprised at the explosion.
Under date of June 12th Mr. Crippen received a letter from his son, then at Honolulu, in which the young man said the Bennington had been detained there for three weeks because of faulty boilers and repairs necessary to be made to them. He referred to other troubles that had occurred from the boilers, but did not specify what it was.

GOODRICH REPORTED.
Rear Admiral Ordered to Proceed at Once to San Diego.
(By Associated Press.)
WASHINGTON, July 22.—The Navy Department has been advised of the arrival to-day at Bellingham Bay of Rear Admiral Goodrich, commander-in-chief of the Pacific station, with his squadron from Alaska waters. Acting Secretary Darling at once advised him of the disaster to the Bennington and directed him to proceed forthwith to San Diego. It was not necessary for the department to instruct him to conduct an investigation of the disaster, as the regulations provide that the commanding officer of a station must order such investigation.
Commander Young, captain of the Bennington, has been advised of the orders to Admiral Goodrich. It will take the latter about four days to reach San Diego.

MARTIN AROUSES MUCH ENTHUSIASM
(Continued from First Page.)
Democrats.
The senator referred to various appropriations in which the people of this city were particularly interested; and which he assisted in securing. He went on to say that members of some of the committees which called upon him in Washington in regard to these appropriations, and who were most profuse in their promises of support, were now saying that he had done nothing for the State.
Declaring that he had always done what he could for the local ship yard, Mr. Martin said that he favored a great navy, and that the country's navy had now almost reached the desired state of strength, being second only to that of Great Britain. He went on to say that he favored building up the merchant marine, and called attention to the fact that in this movement lay the future success of the ship yard.
Saying that he was asking for the support of the people upon his record in the Senate, not upon promises of what is to be done in the future, the speaker told of the passage of a bill providing

OBITUARY.
Samuel Ferreebe.
(Special to The Times-Dispatch.)
NORFOLK, VA., July 22.—Mr. Samuel Ferreebe, manager and part owner of the Norfolk Coal and Ice Company, died shortly after noon to-day at his home on

Deaths of a Day.
The following deaths were reported at the office of the Board of Health yesterday:
White-James Quinn, aged 71, No. 308 East Leigh; George Rice, aged 13, drowned in canal.
Colored—Herman Thomas, 1 year, 1 month, 9 days; place of death, Henrico county.
DEATHS.
TOMPKINS.—Died, in Ashland, Va., July 20, 1905, at the residence of his daughter, Mrs. Dr. De Jarnett, Mr. EDMOND G. TOMPKINS.
The funeral will take place on the arrival of train at Elm Station, 4:30 P. M., JULY 23d. Interment Hollywood.
QUINN.—Died, at 3:30 A. M. yesterday, at his residence, 308 East Leigh Street, JAMES QUINN.
Funeral from St. Peter's cathedral THIS AFTERNOON at 3:30 o'clock.
Funeral Notice.
TOMPKINS.—The remains of E. G. TOMPKINS will reach here at 4:30 P. M. SUNDAY, July 23d. Interment in Hollywood.
IN MEMORIAM.
In memory of Mrs. MARY A. FREE-MAN, beloved wife of Hartwell Nesbitt Freeman, formerly of Richmond, who died in Baltimore, Md., July 20, 1894. How we miss you, miss you more than we can tell. Every hour and day that passes brings us nearer you to dwell. Friends may live, but we'll soon forget you, and our wounded hearts be healed. But they'll know the sorrow that's within our breasts, and we'll be comforted. BY HER SISTER.
Don't go away without a bottle of
HOSTETTER'S STOMACH BITTERS
For preventing stomach troubles or malaria, fever and ague it is unequalled.

THE SEARCH FOR JOHN D.'S DAD
—DISCOVERED IN PORTLAND—
—FOUND IN OREGON—
—PICKED FOR ROYAL HONORS—
—REVEALED IN CHICAGO—
—TRAINED TO EARTH IN UTAH—
—DUG UP IN KANSAS—
—IDENTIFIED AT LOS ANGELES—
—TRACKED TO CHICAGO—
—LAST SEEN EN ROUTE TO HONG KONG—
The most wanted man in the United States to-day is John D. Rockefeller's dad. Nobody seems to know why he is wanted, but the general opinion is that the mystery of his disappearance must be cleared up. For this reason the Journal organized a journalistic expedition, which traversed a large chunk of territory. Many patriarchs were seen who bore a resemblance to the picture printed in McClure's Magazine. The expedition is compelled to report progress only, and the search is still on.—Milwaukee Journal.

MONDAY!
Another day of sterling attractions in the Bargain line at the Pemberton, Price & Co.'s Closing-out Sale.
The impetus this emptying-out sale has gained is remarkable. Three weeks old, but its success was an assured fact from the first half day of selling.
There is good reason for everything under the sun, and the reason for this sale's wonderful progress is this:
We made it a genuine, honest, determined, clean-cut effort to clean out
at a sacrifice price every yard of goods and every article that composed the once magnificent Pemberton - Price stock of fine dry goods.
The sale continues with renewed energy and interest—the store and the public sharing alike the enthusiasm it has already created. It will continue to be the most-talked-of event of the mercantile life of Richmond until every dollar's worth of the old stock is gone.
Come again Monday prepared to find many new attractions. Much entirely new stuff has been received, and marked at special low prices. These, with the great array of bargains already made of the original stock, forms a collection of money-saving opportunities no thrifty woman can afford to ignore.
Remember, we bid for your trade strictly on the merits of our goods and the very low prices at which they are marked.
SIMCOE, TACKET & CO.,
309 E. BROAD STREET.

H. C. BRAUER
3 East Broad St., Richmond, Virginia.
COMPLETE LINE OF IMPORTED AND DOMESTIC GROCERIES.
SPECIALTIES:
Fish, Oysters, Game in Season, Hot House Fruits and Vegetables, Choice Cuts of Prime Beef, Veal and Lamb
The only store in Virginia handling complete line of Table Supplies. Special Caterer to out-of-town trade. Mail orders handled promptly. Correspondence solicited and satisfaction guaranteed.